

WINE AND SPIRIT MERCHANT

CHAZALON & CO.

MAKERS OF FRENCH RESERVES IMPORTERS.

6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

GRAND PRIX PARIS 1900
The Highest Possible Award

Joseph Gillott's PENS

Of Highest Quality, and Having Greater Durability, are Therefore CHEAPEST.

The only Award Chicago, 1893

No. 13,680

號九月二年七零百九千一英

HONGKONG, SATURDAY, FEBRUARY 9, 1907.

日七廿月二十年午戊

PRICE, \$3.00 Per Month

Intimations.

WHO'S WHO IN THE FAR EAST.

THE ONLY BOOK OF REFERENCE WHICH GIVES BIOGRAPHIES OF THE PROMINENT MEN OF THE FAR EAST IS NOW ON SALE.

Price ... \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—
8, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, July 10, 1906.

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 79 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 13th and 14th inst.

Hongkong, February 8, 1907.

CHINA COMMERCIAL STEAMSHIP CO., LTD.

MR. ENG HOK PONG having resigned as General Manager of the above Company, the Undersecretary has been elected by the Board of Directors to fill the said position.

WONG KWONG CHUNG.

Hongkong, February 8, 1907.

HONGKONG POLO CLUB.

THE FINAL OF THE TOURNAMENT for the West Kent's Cup will be played on SATURDAY, the 16th inst., at 4 p.m., between the 3rd Middlesex team and the R.A. Team.

J. HASTINGS, Hon. Secretary.

Hongkong, February 8, 1907.

WANTED.

CLERK Wanted immediately for two or three months, EUROPEAN CLERK, must have thorough knowledge of Book-keeping and first rate reference as to character.

Apply by letter to 'ALPHA,' Care of 'CHINA MAIL' Office.

Hongkong, February 8, 1907.

WANTED.

BY JOURNALIST, concluding agreement to April next, POSITION as REPORTER, in Hongkong or any part of the Far East.

Further particulars from 'T,' Care of 'CHINA MAIL' Office.

Hongkong, January 28, 1907.

SITUATION WANTED.

SHIP PLATER, BOILER MAKER and CONSTRUCTIONAL ENGINEER (Practical) OPEN for ENGAGEMENT. 16 years with the first firms on the Clyde and Lagan, 24 years at the Construction of the North Bridge. 5 years' experience in the East.

JAMES WILSON, 20, Colborne Road, Singapore.

Hongkong, February 4, 1907.

BOARD AND LODGING.

FOR One or Two GENTLEMEN, in KOWLOON, Bachelor establishment. Apply to 'R. L.,' Care of 'CHINA MAIL' Office.

Hongkong, February 4, 1907.

A LING & CO., FURNITURE STORE.

REMOVED TO No. 19, QUEEN'S ROAD CENTRAL, Next to (KOH and KONG).

Hongkong, February 1, 1907.

NAVY CONTRACTS, 1907-8.

SEALED TENDERS, in duplicate, for the Supply of the undermentioned Stores for H. M. Naval Forces on the China Station, will be received by the DEPUTY VICTUALLING STORE OFFICER, H. M. Naval Yard, until Noon on THURSDAY, the 28th February, 1907.

FRESH BEEF AND VEGETABLES, FROZEN MEAT, SOFT BREAD, BISCUIT, FLOUR, RICE, SUGAR, CEYLON TEA, WATERPROOF CLOTHING, SUN HATS.

Forms of Tender and any necessary information may be obtained on application. The right to reject the lowest or any Tender is reserved.

F. I. GELSTORPE, Deputy Victualling Store Officer.

H. M. Naval Yard, Hongkong, January 20, 1907.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,220 tons, Captain B. Branch.
s.s. KINSHAN, 1,996 tons, Captain J. J. Louisa.
s.s. DEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.
s.s. SUI-AN, 1,651 tons, Captain T. Hamlin.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and at 1 p.m. from Company's Wharf.

Departures from Macao to Hongkong on week days at 8 a.m. and 2 p.m. On Sundays at 8 a.m. and 3 p.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. ANAM, 592 tons, Captain J. Wilton.
s.s. ANNING, 609 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MARSHALL (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL PRESENT

A FAROICAL COMEDY

ENTITLED

'FACING THE MUSIC.'

BY

CHARLES HENRY DARNLEY.

ON

FRIDAY, 15th FEBRUARY, 1907.

SATURDAY, 16th

MONDAY, 18th

AT 9 P.M.

PRICES... ..\$3, \$2, \$1.

Sailors and Soldiers in Uniform Half Price to Pit Stalls and Pit.

Booking Office at the ROBINSON Piano Co., open on and after MONDAY, the 11th February, 1907, at 10 a.m.

Hongkong, February 4, 1907.

THEATRE ROYAL CITY HALL.

UNDER the Distinguished Patronage of

H. E. THE GOVERNOR.

THE

ST. GEORGE'S A.D.C.

Will Reproduce, by Special Request, and partly in aid of the Hongkong Benevolent Society, the Amusing Farce

'ARE YOU A MASON?'

on

TUESDAY & WEDNESDAY,

the 19th and 20th February,

at 9 P.M.

Box Plan now Open at ROBINSON PIANO Co., Ltd.

PRICES... ..\$3, \$2, \$1.

Sailors and Soldiers in Uniform Half Price.

Special Late Trains to the Peak.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, February 6, 1907.

SEE WOO

TAILOR, DRAPER AND

'OUTFITTER'

HAS REMOVED to new premises, 14, QUEEN'S ROAD CENTRAL.

Hongkong, January 28, 1907.

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THE GOVERNMENT OF THE PHILIPPINE ISLANDS, OFFICE OF THE SECRETARY OF COMMERCE AND POLICE.

MANILA, P. I., January 25, 1907.

SEALED OFFERS to purchase from the Government of the Philippine Islands the Outer BALABAC, now lying at Engineer Island, Manila, P. I., will be received at this Office until 4 p.m., on the 14th day of FEBRUARY, 1907, and then publicly opened. The parties making written offers are invited to be present at the opening of said offers. All offers must be accompanied by Cash or a certified Check for P50,000 as evidence of good faith, and the envelope containing said offer should be plainly indorsed on the outside 'OFFER FOR THE PURCHASE OF THE OUTER BALABAC.'

The BALABAC is a single-screw, composite, sailing steam vessel, 146 feet in length, over all; beam 25 feet; depth moulded 11 ft. 9 in.; draft loaded 9 ft. 6 in.; gross tonnage 411; net tonnage 207; speed 12 knots; I.H.P. 500; coal capacity 75 tons; built at Shanghai by Messrs S. C. FANSHAW, Boyd & Co., and delivered by them at Manila on December 10, 1902. She has a compound surface condensing engine-working pressure of 120 lbs. per square inch; two masts; dynamo and engine; evaporator and distilling plant; steam windlass and cargo; hoisting gear; swings and sails; and all that pertains to a modern steam vessel, being well-constructed and in excellent condition and ready to put into commission at once.

Twenty-five per cent of the purchase price must be paid within five days after the acceptance of the successful offer and the balance within five days thereafter or before delivery of vessel.

The vessel may be inspected at Engineer Island, Manila, P. I., and further information will be given upon application to the Director of Navigation.

The undersigned reserves the right to reject any or all offers and to waive any defects.

W. CAMERON FORBES,

Secretary of Commerce and Police.

204

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

804

WAVERLEY HOUSE.

PRIVATE HOTEL.

88 MAIN STREET, Yokohama.

FIRST-CLASS Accommodation and Cuisine. Moderate Tariff, from yen 60 per month. Special terms quoted for Families or permanent guests.

January 21, 1907.

185

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

2040

LANE, CRAWFORD & CO.

STOCKTAKING SALE

FEBRUARY 6th to 16th.

Great Reductions for Cash Only

IN THE

GENTLEMEN'S OUTFITTING,

HARDWARE, FURNISHING

AND

LADIES' DEPARTMENTS.

LANE, CRAWFORD & CO.

Hongkong, February 4, 1907.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA

H. HAYNES, Manager.

2197

LARGE SHIPMENT

NEW FILMS

JUST ARRIVED.

Mee Cheung & Co.

Hongkong, February 9, 1907.

1781

KOWLOON PIGEON CLUB.

A SHOW OF PIGEONS and FANCY BIRDS will be held on the Grounds of the 'KOWLOON HOTEL' on the 13th and 14th of February, 1907. It will be open to the Public from 10 a.m. to 5 p.m., and the adjudgement will take place in the forenoon of the 14th inst.

Entrance Fee—One Dollar per Cage.

All entries to be forwarded to the Hon. Secretary on or before the forenoon of the 12th inst., and Birds in suitable cages to be sent to the Kowloon Hotel before 10 a.m. of the 13th inst. Forms of applications and all necessary information can be had from the Hon. Secretary c/o The Kowloon Hotel.

Some of the leading European Firms have offered prizes, which will be exhibited on the second day of the Show.

J. D. LOGAN, Chairman.

R. DAVID, Hon. Secretary.

Hongkong, February 1, 1907.

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DR T. YAMASAKI

Dental Surgeon

(JAPANESE DIPLOMA)

34, QUEEN'S ROAD CENTRAL

Opposite Post Office.

DR H. ISHIWARA

Dental Surgeon

(JAPANESE DIPLOMA)

244, SHAMEN, CANTON.

Fees Very Moderate.

Latest American Methods.

NO CHARGE FOR EXAMINATION.

Hongkong, December 1, 1906.

2310

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED

NEW CONSIGNMENT

Kaloderma Cream, Powder,

Dentifrice, Soap and

Perfumes.

ALSO

PERFUMERY

from other Well-known Manufacturers.

185

榮 CHEE WING & CO. 致

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GILDERS AND TEES,

CORRUGATED IRON, FIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

185

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2655

RACES 1907.

FAIRALL & CO.

are showing

ON MONDAY, JANUARY 14th

A NEW CONSIGNMENT OF

MILLINERY, DRESS GOODS,

COATS, FUR & FEATHER BOAS,

etc., etc., etc.

New Novelties for the Race Season in all Depts.

HOTEL BALTIMORE LATE HOTEL AMERICA.

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,

AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS,

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER.

1151

THE

VICTORIA DISPENSARY

(Opposite the Clock Tower).

Family and Dispensing Chemists.

Importers of Wines and Spirits

SATURDAY, FEBRUARY 9, 1907.

To Let.

TO LET.

FIRST FLOOR No. 7, BONHAM ROAD.
Apply to HEWAN & CO.,
15, Connaught Road W.
Hongkong, February 8, 1907. 262

TO BE LET FURNISHED. -

"SLEEMISH."

NO. 101, MOUNT GOUGH, The Peak.
Apply J. HASTINGS,
38, Queen's Road Central.
Hongkong, February 8, 1907. 269

TO LET.

IMMEDIATELY the spacious premises on the Ground Floor of No. 2, PEDDER STREET, at present occupied by Messrs HARRIS-KERRY CO., LTD.
Apply to GILMAN & CO.
Hongkong, January 23, 1907. 155

TO LET.

TWO FOUR-ROOMED HOUSES, at PRATA EAST, near East Point.
Apply to JARDINE, MATHESON & CO.
Hongkong, January 3, 1907. 18

TO LET-FURNISHED.

FROM 15TH APRIL.
NO. 5, LYCEUM VILLAS, Kowloon, Facing Lyceum Pass, Electric Light and a Telephone.
Apply to H. G.
Care of "CHINA MAIL" Office.
Hongkong, January 10, 1907. 73

TO LET.

(EITHER IN WHOLE OR IN PART).

THE "GROVE," having 20 Rooms, with detached out-house and kitchen, situated in ROSSBY ROAD, Kowloon. Well ventilated, with Electric Lights and Baths completely installed.
Apply to E. M. HAZELAND,
35, Queen's Road Central;
or to WING ON, Contractor,
34, D'Aguilar Street.
Hongkong, January 10, 1907. 26

TO LET.

A HOUSE IN WONG NEE CHONG ROAD.
OFFICES IN KING'S BUILDING and YORK BUILDING.
GODOWNS ON PRATA EAST.
A HOUSE IN CLIFTON GARDENS, Conduit Road.
A HOUSE IN RIVINGTON TERRACE, FLATS IN MORRISON TERRACE.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 11, 1906. 24

TO LET ON LEASE.

From 1st JANUARY, 1907.

NOS. 8, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Apply to ARRAATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, October 24, 1906. 27

TO LET-AT THE PEAK.

A SMALL BUNGALOW containing one large Room, Dressing-room, Bath-room, Kitchen and Servants' Quarters. Close to Tram Station.
Apply to Care of "CHINA MAIL" Office.
Hongkong, January 4, 1907. 9

TO LET.

THE Premises known as No. 189, WANCHAI ROAD, now occupied by Messrs MACDONALD & CO. Engineering Works. Possession, 1st February, 1907.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, January 4, 1907. 38

TO LET.

NO. 4, THE ALBANY, fully furnished with possession from 1st March next, for 6 months.
"NORMAN COTTAGE," West Peak Road, 6 ROOMS, fully furnished, 2 Bathrooms. Possession from 1st December, 1906. Low Rent.
"HARPERVILLE," GARDEN ROAD, 6 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.
Apply to PERCY SMITH & SETH,
Accountants, Auditors, &c.,
5, Queen's Road Central.
Hongkong, January 18, 1906. 21

TO LET.

2ND FLOOR, No. 12, Queen's Road Central.
GREENHOF, GARDEN ROAD, Kowloon, from March 1st. Redecorated, Electric Light, Tennis Court.
Apply to LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, January 30, 1907. 25

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, August 1, 1906. 20

TO LET-FURNISHED.

LEWENOR, No. 116, PEAK, April to end September.
Apply to M. W. SLADE,
Princess Buildings.
Hongkong, January 12, 1907. 188

TO LET.

OUR Large, Well-Lighted PREMISES in WYNDHAM STREET. Store can be let separately; moderate rental; excellent situation and immediate possession.
Apply to SINGAR SINGAR MACHINERY CO.,
1A, Wyndham Street.
Hongkong, January 24, 1907. 163

THE YOUNG AMERICAN CIGARS



ALWAYS ON THE TOP!

A STANDARD OF EXCELLENCE FOR DISCERNING SMOKERS.

EVERY CIGAR WILL GIVE YOU HAPPINESS FOR AN HOUR.

THE SIGNATURE OF DRESSELHUYS

AND NIEUWENHUYSEN ON EVERY BOX.

SOLE IMPORTERS:-

THE HOLLAND-CHINA TRADING CO.
HONGKONG, SHANGHAI AND TIENTSIN.

FOR SALE AT ALL THE PRINCIPAL CIGAR DEALERS.

MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS

ATKINSON'S
A LUXURIOUS PERFUME IN HEALTH.

MOST REFRESHING.
Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

To Let.

BUNGALOW (Furnished) at NEW TERRITORY, Kowloon. 4 Rooms, low rental.
BRADSHAW ROAD, Fine Shops, Offices and Dwelling Rooms.
73, WYNDHAM STREET.
15, QUEEN'S ROAD CENTRAL, Top Floor (over Caldwell, Macgregor & Co.)
17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part. Top Floor (over Acheson & Co.)
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
No. 4, CONDUIT ROAD.
GLENWOOD, GARDEN ROAD, suitable for a Boarding House or Club.
"BARAGOUR," PEAK.
TO LET OR FOR SALE.
5 ROOMS, on Rural Building Lot No. 117.
Apply to LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, January 6, 1907. 1716

TO LET.

From 1st DECEMBER, 1906.
YALTA, MOUNT KELLET, PEAK.
Apply to HARRY WICKING & CO.,
St George's Buildings.
Hongkong, November 3, 1906. 23

TO LET.

FULLY FURNISHED-FROM APRIL 15th.
ALTEDENA, BARBER ROAD, the Peak. Seven Rooms, with ample Bath and Dry Rooms.
Apply to J. S. VAN BUREN,
c/o NIPPON YUSEN KAISHA.
Hongkong, January 3, 1907. 30

TO LET.

FROM the 2nd week in April next
"LAN MOR," PEAK ROAD, Six good Rooms, 3 Bath Rooms, Drying and Store Rooms, grass tennis court. Moderate rental to good tenant.
Apply to HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, January 19, 1906. 2417

TO LET-FURNISHED.

RIGHT-ROOMED House-Billiard Room, with full-size Table, 3 Bath-rooms, Dining Room, Store-room and Pantry-Good Tennis Lawn, Electric Light and Bells, and a Telephone. For 6 or 9 months, from 1st April.
Apply to G. M. B.,
Care of "CHINA MAIL" Office.
Hongkong, January 4, 1907. 39

TO LET-FURNISHED.

NO. 5, MACDONNELL ROAD, from 15th April next.
Apply to M. S. NORTHCOOTE,
c/o THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, January 12, 1907. 83

To Let.

GROUND FLOOR of No. 4, DES VOEUX ROAD including a Strong Room and Servants' Quarters.
ROOMS on SECOND FLOOR of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL, suitable for Offices.
No. 6 PEDDAR'S HILL, comprising 5 Rooms with out-houses, occupation from 1st proximo.
Apply to DAVID SASSOON & Co., Ltd.
Hongkong, January 31, 1907. 212

TO LET.

IMMEDIATE POSSESSION.
NO. 4, MOSQUE JUNCTION. Rent \$45.00.
Apply to LOWE & BINGHAM,
St. George's Buildings.
Hongkong, December 22, 1906. 22

TO LET.

NO. 1, WEST END TERRACE, SHAMEN, CANTON.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 10, 1906. 19

TO LET.

FURNISHED BEDROOMS TO LET. Complete with Bath-room, Light, etc. Terms, \$20.00 and \$25.00 per month.
Apply to No. 1, QUEEN'S ROAD EAST.
Hongkong, February 1, 1907. 223

THE

HONGKONG BOOKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."
Price Fifty Cents.

TO BE HAD AT THE "CHINA MAIL" OFFICE

5 Wyndham Street.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, L. M. Customs.
With Woodcuts.
[Reprinted from the China Review.]

One of the Best Sketches of Formosa Ever yet written.

Price 50 Cents.
CHINA MAIL Office, 5 Wyndham Street, Hongkong.

The Times says that Great Britain has done nothing fiscally to bring about the present period of prosperity, which was considerably overdue.
The wave of trade activity is, the Times adds, general-almost universal-and is enjoyed by the most protectionist nations as fully as by Great Britain.

ALL-BRITISH MAIL ROUTE.

LONDON, January 11.
A project will shortly be submitted to the British Parliament involving an expenditure of £1,250,000 for the acceleration of transit on the all-British mail route to the Far East, via a proposed new port, Blaced Bay.
The new port, it is claimed, brings Halifax, Nova Scotia, within four days of London, and Vancouver, British Columbia, within seven days, 24 hours of London.

ANTI-RELIGIOUS MOVEMENT IN FRANCE.

LONDON, January 21.
The assembly of French Bishops has been closed. Their decisions are not revealed. Violent scenes occurred on the occasion of the expulsion of the inmates of the seminary of Beaucourt in the Department of Maine-et-Loire. The troops twice charged fifty seminarists, and the soldiers were seriously injured.

ABYSSINIAN AFFAIRS.

LONDON, January 21.
Sir Frederick Lugard probably does not return to Abyssinia.
The French Diplomatic Agent in Cairo, M. Klobutowsky, who is now in Paris, is going on a mission to Addis-Abeba in connection with the Ethiopian railway.

STRANGE INCIDENT AT ALEXANDRIA.

LONDON, January 21.
Owing to the arrest of three Russians charged with attempting to blow up a Russian mail steamer leaving Alexandria, a mob tore down the escutcheon of the Consulate and boarded the mail boat, vainly seeking the prisoners.
The police are guarding the Consulate.

TRADE WITH THE EAST.

BRISBANE, Jan. 13.
Sir James Fairfax, who is a passenger by the "Kumano Maru," in the course of an interview, stated that most of his time was spent in Japan visiting various points of the country. The trip had been most enjoyable, and the Japanese were found to be an exceedingly kind and hospitable people. They were not over-elated because of their many victories against the Russians, and appeared to be very industrious and persevering. He was loth to say anything concerning political or commercial matters in Japan. It was impossible, he said, for any man who had spent but a few weeks there to form a correct opinion of the people and their aspirations. They, however, appeared to be very friendly disposed towards Great Britain, but they were unable to understand Australia's attitude towards themselves. From what he had heard, he understood that the Japanese were willing to trade with Australia, provided that goods could be purchased at fair rates. At the present time they were taking the best of the Queensland wool. This trade might now be small, but it was likely to expand. Then, again, they had coal in Japan. Some people said it was very good coal, but the Japanese preferred the Australian article, which possessed better steaming qualities. Merchants, both in Japan and China, had informed him that there were excellent prospects for arrangements to be made for large coal orders.

MARK TWAIN ON ADVERTISING.

Mark Twain, in the midst of a panegyric on advertising, told a remarkable story.
"There was a man," he said, "back Iowa way, who was so pleased with an advertisement in the local paper that he wrote the following testimonial to the editor:
"Mr. Editor, Sir! After selling what I could, giving barrels away, and stuffing my hogs till they would eat no more, I still had, last fall, about 300 tons of big, juicy, fine flavored apples left on my hands. I inserted in your valuable paper an ad. that I was willing to send free a barrel of picked fruit, freight paid in advance, by me, to any one who would apply, there being, of course, no charge for the barrel. You will hardly credit it, but that little 40-cent ad. cleared out my whole stock of apples, and I could have disposed of five times the quantity on the same terms."

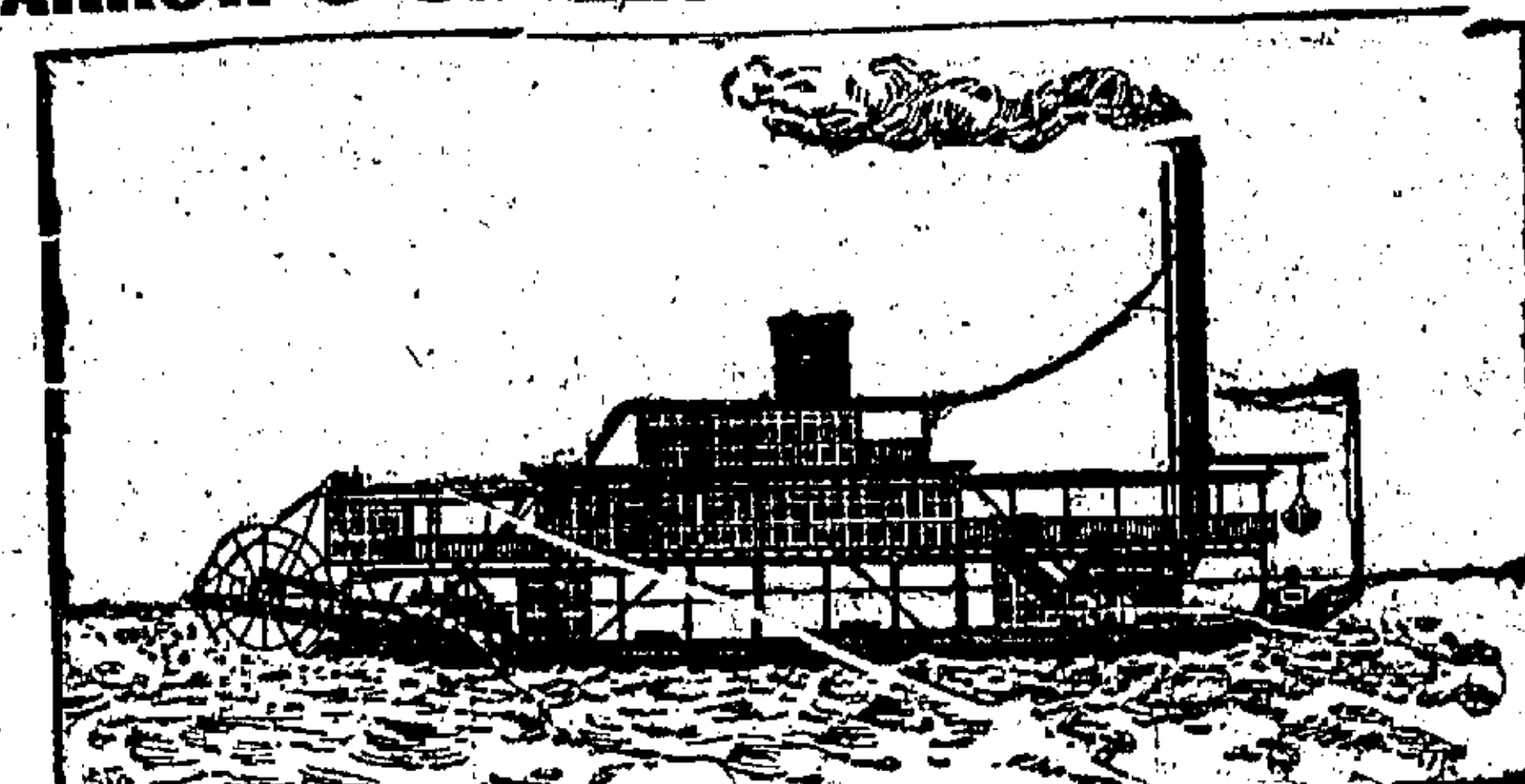
FOR SALE.

BRICK and STONE BUNGALOW, at THE PEAK, called "THE HAYSTACK" with about 2 Acres of Ground attached. Built on Farm Lot No. 60 & 61.
For Particulars, apply to D. K. MOSS,
Care of ALAN ROSS & CO.,
4, Des Voeux Road Central.
Hongkong, January 15, 1907. 88

"THE REVENUE OF CHINA."

A SERIES OF ARTICLES, Reprinted from "The China Mail," WITH AN APPENDIX.
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CO., 15, St. John's Hill, Holborn Viaduct, E.C. 4,
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CLOCKS & OPTICAL GOODS
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Hongkong, December 5, 1906. 2342

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INCLUDING:—
MATERIALS suitable for EVENING
WEAR, INFANTS' HOODS, BOOTS,
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Hongkong, January 23, 1907. 2061

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Hongkong, January 17, 1907. 18



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FOR OVER

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\$15.00...Per Case.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA
BUILDINGS.

Hongkong, January 22, 1906.

MEMOS. FOR MONDAY.

Miscellaneous.

Transfer Books of Hongkong & Wham-
poa Dock Co., Ltd., Close from this
date to 28th Feb., inclusive.
Goods per *Andromeda* undelivered after this
date at *Andromeda* will be subject to rent
and landing charges.

General Memoranda.

TUESDAY, February 12:—
Goods per *Delhi* not cleared at 4 p.m.
on this date subject to rent.

WEDNESDAY, February 13:—
Exchange Banks Close.
Goods per *Andromeda* undelivered after this
date subject to rent.

THURSDAY, February 14:—
9 p.m.—Meeting of Eother Mark Lodge.

FRIDAY, February 15:—
9 p.m.—Performance by Hongkong
Amateur Dramatic Club in City Hall.
Goods per *Andromeda* undelivered after this
date subject to rent.

SATURDAY, February 16:—
Noon.—Meeting of Shareholders of The
Hongkong and Shanghai Banking Cor-
poration, at the City Hall.

MONDAY, February 18:—
11.30 a.m.—Meeting of Hongkong Ice
Co., Ltd., at Jantline, Matheson & Co.'s
Office.
3 p.m.—Auction of Leasehold Property
at Mr. Geo. P. Munro's Sales
Rooms.

TUESDAY, February 19:—
9 p.m.—Performance at City Hall.

MONDAY, February 25:—
Noon.—Meeting of Hongkong & Wham-
poa Dock Co., Ltd., at Co.'s Office.

The China Mail

HONGKONG, SATURDAY, FEBRUARY 9, 1907.

THE GOVERNMENT AS
EXEMPLAR.

So fully has the attention of the
public been centred upon the move-
ments of the visiting Royalties that
little or no notice has been taken of
the extraordinary proposition submit-
ted by the Government at the last
meeting of the Sanitary Board. It is
generally known that the height of
buildings in Hongkong is fixed by
Ordinance. That is to say it is the
deliberately expressed opinion of the
Government that buildings of a greater
height than double the width of the
roads they face are a menace to the
health and well-being of the Colony.

That decision was arrived at after
proper investigation and due delibera-
tion. On Tuesday last the Sanitary
Board was asked by the Government
to sanction the erection, on what is
now Government ground in Holly-
wood Road and Gough Street, of
buildings of a greater height than
allowed by Ordinance. It was not to
be expected that the Government
would ask that its own laws should be
lawfully broken without giving a strong
and unarguable reason. What reason
was advanced? The Government de-
clared that it could get a higher
price if it disregarded the law. The
glaring inconsequentiality and utter
futility of such an argument does
not seem to have occurred to whoever
was responsible for this extraordinary
proposition. The opium farmer would
increase his profits if he were allowed
to refrain from paying the Govern-
ment the rent he agrees to pay. The
publican could accumulate wealth at
a much faster rate if he disregarded
the law in regard to the hour of clos-
ing and keeping his house orderly.
By what kind of reasoning can it be
held that the mysterious body called
the "Government" should be superior
to the law? The "Government" may
be held to include all those who are
in receipt of salaries or wages paid out
of His Majesty's revenue. The *reductio
ad absurdum* is obvious. If the prin-
ciple that the Government was above
the law were once admitted the logical
conclusion would be that, literally, the
Government could do no wrong. The
Government could then "get more
money" by employing its policemen as
burglars. We notice with great grati-
fication that this preposterous proposal
was too much even for the official
members of the Sanitary Board and
the unwelcome sight was supplied of
one of their number voting against the
proposal and another refraining from
voting. Messrs. Shelton Hooper, Henry
Humphreys and Lau Chu Pak, with
the assistance of Surgeon Colonel
Reid, voted the proposal down and

they are to be congratulated upon sav-
ing the Government from establishing a
precedent which would be little short
of disgraceful. We have frequently
pointed out that the superstition that
anything officially proposed must be
accepted without question is dying
very hard in Hongkong—among the
officials. The severe snub administered
by the Sanitary Board on Tuesday last
will go far towards giving the quietus
to this ridiculous and obsolete super-
stition.

In reference to a leading article
which appeared last night in regard
to the local methods of searching for
opium the opium farmer denies that
unnecessary roughness is used in con-
ducting searches and that Chinese wo-
men are handled in a way offensive to
their modesty. We are also informed
that a special shed exists for the search-
ing of women but that many women
prefer to be searched on the wharf. It
is denied that women are compelled to
remove their upper garments and it is
mentioned that women are searched by
women searchers. When a desire to be
perfectly fair to the opium farmer we
publish his denial of the statements we
made. But we will add that complaints
have been made to us by Europeans in
regard to the manner in which the
searching is done and that our article
was written in consequence of informa-
tion given to us by a Chinese citizen
who recently had to interfere to protect
a woman who was being improperly
treated by a searcher. Our sole object
in writing the article was to stir the
Government to make better provision
for safeguarding those who have to be
searched. We have no doubt that the
opium farmer is as much displeased as
anyone else at his employees carrying
out their duties in a manner which
arouses public comment. Also we con-
sider that the blame should rest rather
on the shoulders of the Government
than upon those of the opium farmer.
In regard to the statement that women
are compelled to remove their upper
garments by the searchers we find upon
independent inquiry that this is incorrect.

LOCAL AND COAST NEWS.

Tenders are called in the Government
Gazette for the lease of the old Harbour
Office.

According to a Japanese vernacular
paper, the total number of young men
liable to undergo examination as conscripts
between April and August at various
stations throughout Japan stands this year
at 520,000. From this number only about
200,000 men will be recruited.

The ever popular Bandmann Comedy
Company is advertised to arrive shortly,
and will play a number of the latest Lon-
don successes. We understand the com-
pany is an unusually strong one and
includes prominent members from the
Haymarket and other London theatres.
Intending theatre-goers should consult the
repertoire to be found on page 8 and book
their seats well ahead. The plans are now
open at Messrs. Moutrie and Co's.

Describing the wedding procession in
Seoul on the occasion of the marriage of
the Korean Crown Prince last week, the
Korea Daily News gives some interesting
details. Our contemporary says:—"A
magnificent blaze of colour was the im-
pression which we first received of the
procession of the bride-daughter of the
Prince to the Palace. We expected a
larger procession than we saw, but our
disappointment was more than alleviated
by the splendour of the procession and the
populace. Greens, yellows, pinks and
blues, all in striking contrast and
likely to be bizarre, forced themselves
into truly a delicate harmony. The pro-
cession passed up the big street at about four
o'clock. The first to come were a number
of female servants of the bride. They were
mostly old women, and their march was
something to be seen. Following them
came a number of Palaces' gisang, each
one clad gorgeously, and everyone carrying
a pink parasol. Later came the state
chairs of the bride; there were two of
them, and the bride was in the second
one. Meanwhile squads of soldiers were
marching up either side of the street, and
as the chair of the future Empress of
Korea passed through, the crowd stood
back to make room. Following the chair
of the bride were many officials, all on
horseback. The colours were glorious, but
the procession could not have been more
than a quarter of a mile long, which is a
disappointment when we remember the
interminability of a funeral procession.
At six o'clock the foreign representatives
were received in audience. The Belgian
Consul-General, M. Vancot, the Doyen of
the Consular Corps, delivered a con-
gratulatory speech. General Hasegawa
stood near the Emperor and looked fierce.
Subsequently there was a soirée at the
smaller palace, at which all the foreign
representatives and their foreign sub-
ordinates and General Hasegawa's coach-
men attended. Neither the Emperor nor
the Crown Prince was present.

BY TELEGRAPH. BY TELEGRAPH.

MADISON-GARDENS
MURDER.

EVIDENCE OF MRS THAW.

A Pathetic Story.

(Exclusive Service, supplied by Reuters,
via Bombay).
LONDON, February 8.

The trial of Thaw for the murder of
Stanford White was continued yester-
day.

The proceedings were characterized
by the most pathetic scenes.

Mrs Thaw, the prisoner's wife gave
evidence and told a terrible story of
her betrayal by Stanford White.

In the recital of her wrongs Mrs
Thaw wept copiously and nearly every-
one in Court was moved to tears.

The evidence so far given has
changed the aspect of the case, show-
ing a strong motive for Thaw's deed.

[ROUTER'S SERVICE.]

BANQUET TO MR BRYCE.

LONDON, February 7.

The Pilgrims Club have given a banquet
to Mr Bryce, prior to his departure for the
United States. Roberts (1 Lord) presided
and the American and Japanese Ambas-
sadors were present.

Mr Whitelaw Reid, the American Am-
bassador, proposed Mr Bryce's health.

The latter in reply dwelt on the common
Anglo-Saxon destiny to lead the van as
peace-makers.

PARLIAMENT.

An Important Session.

LONDON, February 7.

Mr Balfour and Lord Lansdowne have
issued summonses to their followers, in
which they state that the session promises
to be of unusual interest and importance.

OBITUARY.

LONDON, February 7.

The death of Viscount Goschen is an-
nounced.

CHURCH AND STATE IN
FRANCE.

LONDON, February 7.

There is every indication that the French
Bishops will agree to the proposals of M.
Briand and that peaceful settlement is
assured.

THE GERMAN REICH STAG.

LONDON, February 7.

Prince Buelow now commands a trust-
worthy majority of 43 in the Reichstag.

LATE TELEGRAMS.

[FROM JAPAN PAPERS.]

COUNT TOLSTOY.

LONDON, January 28.

Count Tolstoy's health is in a precarious
condition.

THE STANDARD OIL COMPANY.

SAN FRANCISCO, January 23.

The Interstate Commerce Commission
of the United States has made its report to
Washington regarding the operations of the
Standard Oil Company, in which it bitterly
accuses the Company, accusing it of fraud,
bribery and corruption. The report has caus-
ed a great sensation, as it is believed that
the Government is sure of winning the suits
brought against the Company for robbing
in which the Judges have it in their power
to levy fines aggregating \$100,000,000,
the imposition of which will be a severe
blow to the Company. It is not the
purpose of the administration to stop at
this, but they have arranged to turn the
history of the Standard Oil Company back
thirty years to the time when there was
competition between various companies, in
which the Standard Oil Company was
accused of using illegal methods to capture
trade.

AMERICAN NAVAL ESTIMATES.

SAN FRANCISCO, Jan. 26.

The Naval Committee of the United
States House of Representatives voted the
naval estimates amounting to \$8 million
yen, including expenses for the construction
of two battleships displacing 2,000 tons
each.

THE DEFENCES OF SAN
FRANCISCO.

SAN FRANCISCO, Jan. 30.

The United States Senate has amended
the section of the Appropriation Bill for
National Defence, and allotted the sum of
\$900,000 for the perfection of the pro-
tective measures recently advised by prominent
Army officers and engineers for the city of
San Francisco and its harbour. A general
overhauling of the defences at San Fran-
cisco will be started at once, including the
laying of additional mines and providing
for several batteries of heavy coast artillery.

A JAMAICAN LADY SPEAKS HIGH-
LY OF CHAMBERLAIN'S
OUGH REMEDY.

MRS Michael Hart, wife of the superin-
tendent of Carr Service at Kingston,
Jamaica, West Indies, says that she has for
some years used Chamberlain's Cough Re-
medy for coughs, croup and whooping
cough and has found it very beneficial. She
has implicit confidence in it and would not
be without a bottle of it in her home. Sold
by all chemists and storekeepers.

THE ROYAL PARTY AT
CANTON.

NO "OFFICIAL VISIT."

(From Our Special Representatives.)
CANTON, February 9.

Their Royal Highnesses the Duke
and Duchess of Cornwall and party
arrived at Canton at eight o'clock this
morning.

There was no official reception, in
accordance with the wish expressed by
the Duke to have the visit considered
strictly private.

The party toured the city incognito,
and spent a good deal of time shop-
ping and sight-seeing.

The Royal party were accompanied
by the British Consul, Mr R. W.
Mansfield, and a small Chinese guard.

Tiffin was partaken of in the British
Consul's residence on the Shameen.

The party returned to the Shameen
at five p.m., and left for dinner in a
decorated flower boat.

The British Consul and four other
guests were invited to the dinner.

The Viceroy of Canton was not seen
by the Duke.

KOWLOON-CANTON RAILWAY.

Commencing Chinese Section.

We are informed by Messrs Jardine
Matheson and Co., joint-agents with
the Hongkong and Shanghai Banking
Corporation for the British and Chinese
Corporation Ltd., that by a telegram from
Peking they learn that an Imperial Edict
has been issued sanctioning the Agreement
with the British and Chinese Corporation
for the construction of the Chinese section
of the Canton-Kowloon Railway.

SOCIAL AND PERSONAL.

J. R. Lee, third Class Sanitary Inspec-
tor, has been dismissed from the Govern-
ment Service for corrupt practices.

The *Gazette* announces that the Imperial
Service Order shall rank immediately after
the Distinguished Service Order and before
the fifth Class of the Royal Victorian
Order.

It is announced that General Baron
Nogi was yesterday appointed President
of the "Peen" School. The General will
retain his position as a member of the
Council of War.

At the Y.M.C.A. rooms, Alexandra
Buildings, to-morrow afternoon at 4 o'clock,
Mr John R. Moth, M.A., F.R.G.S., will
deliver an address to the young men of the
Colony. Mr Moth has an excellent reputa-
tion as a speaker.

The Rev. J. H. Rison, M. A., Secretary
of the B. & F. B. Society, is in the Colony,
having arrived here in the "P. and O."
"Delhi" on Wednesday last. He has been
called by the Society's Agents, the Rev. J. H.
Bondfield, from Shanghai, who is well
known to many Hongkong residents. Yester-
day they met the members of the local
committee of the B. & F. B. Society and
conferred on matters in which both have a
common interest. Both Secretaries ad-
dressed the gentlemen gathered, and gave
some very interesting and helpful facts
dealing with the work of the Society at
Home and also with the work done in
China. To-morrow Mr Rison will preach
in the Union Church in the morning and
at the Wesleyan Naval and Military
Church at night. He will also address the
Chinese Christians in the London Mission
Chapel in the afternoon at 8 o'clock. He
will therefore have his hands full. The
Rev. J. H. Bondfield will preach at the
Wesleyan Church in the morning, to-
morrow being "Bible Sunday" it is ex-
pected that helpful sermons will be deliv-
ered, and workers encouraged. On Monday
afternoon in the house of the Rev. T. W.
Pearce of the London Mission a ladies'
drawing room meeting has been arranged,
and it is expected that a goodly number of
those interested in the work of the British
and Foreign Bible Society will be present;
when Mr Rison will again address the
ladies who may be able to avail themselves
of the privilege. On Monday night the
two gentlemen will proceed to Canton and
review the work done by the local Society
in that great city.

SPRAINS.

OUR ROYAL VISITORS.

DEPARTURE FOR CANTON.

Shortly after darkness fell last night there was an air of unwonted movement about the city and the harbour, and one did not need to be a magician to foretell that something out of the ordinary was about to happen. The harbour was a scene of activity, as campans were all making their way to the vicinity of Blake Pier, where the Canton river steamer "Honam" was tied up to the wharf, broadside on. The campans took up positions much the same as that taken by the launches on the day their Royal Highnesses the Duke and Duchess of Cornwall and the Duke and Duchess of Devonshire arrived in the Colony, but when they reached as far as the fairway the campans stopped short. Both sides of the fairway were lined with campans, and most of them had Chinese lanterns rigged up, one or two for each campan. Several junkies, notably one of Messrs. Calbeck, MacGregor and Company, were covered from hull to mast with different coloured lanterns, and shortly after eight o'clock the small craft in the harbour began to light up. The occasion was the departure of the Royal party for Canton and as it had been announced that the harbour would be illuminated, hundreds of people found their way to the water front in order to view the proceedings.

The piloes, under Japlin Lyons, were again in evidence and kept a clear space along the Praya. The two stands on Blake Pier were soon crowded with spectators and before 9.30 a very large crowd had assembled. By that time a number of large ships, including the Apar boat and the "Hainan," were illuminated, but so far no sign was made from the men-of-war. The Royal party was expected to arrive at the wharf by ten o'clock but as time passed on without their arrival the crowd became restless. Waiting was tedious, though the spasmodic outbreak of crackers and the occasional firing of rockets, gave a momentary spur to the jaded interest. A number of launches decked out with lights, moving about on the dark waters of the harbour, looked very fine, but on the whole the display was not very effective.

About ten-thirty the search lights from the men-of-war in the harbour and from the shore batteries began to pierce the gloom of the sky and light up the Prak and Kowloon foreshore, besides playing on the crowds assembled on the Praya and on the buildings round about. This was a new diversion and kept the crowd interested.

Finally, after 10.45 had struck, the coolies with the Royal party's luggage arrived and hopes were high again. Then Captain Bonham was sighted in a chair and he was followed by the Duke and Duchess and party. The Royal party were welcomed by cheers and His Royal Highness the Duke was kept busy acknowledging the salutations which greeted him from all sides. With practically no delay—except bidding adieu to Sir Paul Chater and Mr. T. F. Hough on the wharf—the Royal party embarked and in a few minutes the "Honam" cast off. That was the signal for the crackling, firing, and pandemonium reigned for some time. Whistles shrieked forth their clarion blast, people cheered, fire-crackers were exploded, rockets soared through the air, and all around was smoke and sparks. The "Honam" was well illuminated. Along both sides were rows of Chinese lanterns, which shined to and fro in the breeze, many being extinguished thereby. Then the "Honam" turned into the fairway and was soon nothing but a streak of light in the harbour. The searchlights continued to play round the harbour for some time, but finally all was still.

The night was a favourable one for illuminations, but the fairly strong wind that was blowing caused many of the Chinese lanterns to expire early, so that half the effect was lost by the time the Duke and his party arrived. However, the scene was a pretty one, though not as good as was expected, nor did it compare with the illuminations of the past. It is a pity that the men-of-war did not illuminate, as after the beautiful picture made by the "King Alfred" on Thursday evening hundreds of people anticipated something similar, though on a grander scale.

There will be no meeting of the Hongkong Christian Union on Monday next.

To-morrow evening at 9 p.m. a "pleasant Sunday evening" will be held at the K.M.C.A. Rooms, Alexandra Buildings. The following is the programme: Pianoforte Solo "The War March of the Priests" (Mendelssohn) Mr. E. T. Chapman; Recit "Ye People read your hearts" (Mendelssohn) Mr. E. T. Chapman; Recit "It with all your hearts" (Mendelssohn) Mr. A. E. Paine; Quartette "Cast thy burden upon the Lord" (Mendelssohn) Messrs. Moore, Forbes, Paine, and Reid; Aria, "Consume them all" (Mendelssohn) Mr. H. T. Reid; Duet, "For so hath the Lord" (Mendelssohn) Messrs. Paine and Reid; Air "O Lord, Thou hast searched me out" (Sterndale Bennett), Mr. T. M. Forbes; Quartette, "God is a Spirit" (Sterndale Bennett), Messrs. Moore, Forbes, Paine, and Reid; Air, "His salvation is nigh them that fear Him" (Sterndale Bennett), Mr. S. Moore; Quartette, "O come every one that thirsteth" (Mendelssohn) Messrs. Moore, Forbes, Paine, and Reid.

RHEUMATIC PAINS QUICKLY RELIEVED.

THE excruciating pains characteristic of rheumatism and sciatica are quickly relieved by applying Chamberlain's Pain Balm. The great pain relieving power of the liniment has been the surprise and delight of thousands of sufferers. The quick relief from pain which it affords is alone worth many times its cost. For sale by all chemists and druggists.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

Annual General Meeting.

The annual meeting of the Humphreys Estate and Finance Company, Limited, was held at noon to-day in the offices of the Company. Mr. H. Humphreys was in the chair and there were also present:—Messrs. J. Scott Harrison, A. G. Wood, J. A. Jupp (Director), J. Arnold, E. H. Sharp, J. F. Wright, J. Minihinnett, F. W. Stapleton, and E. Beth (Secretary).

The Secretary read the notice convening the meeting and the Chairman said:—Gentlemen:—I propose, with your permission, to take the report and statement of account as read. There is not much in the assets and liabilities that calls for explanation. Accounts Receivable and Sundry Creditors both show a big decrease:—\$134,161.00 in the case of the former and \$104,979.08 in the case of the latter. This simply means that the Company has not been lending to its full capacity or utilizing its credit to the utmost, the condition of affairs prevailing throughout the year necessitating extreme caution. Insurance Reserve Fund has been increased by the addition of \$4,314.17 which represents the value of expired fire risks underwritten by ourselves. Turning to the Profit and Loss account, it shows an increase of \$16,702.63. Unfortunately the Company had a number of its Kowloon houses vacant during a considerable portion of the year, otherwise the increase would have been larger. Interest shows a falling off of \$18,951.01 which is accounted for by mortgages being paid off, and the rate of interest for the year ruling lower than during 1905. The amount figuring on the debit side of the account under the heading of repairs is, we regret to say, abnormally high, for which the disastrous Typhoon which swept over the Colony on September 18th last is responsible. The force of the wind was felt more at Kowloon, where nearly all your property is situated, than in any other part of the Colony. The condition of property generally has not been satisfactory for the past two years. In some places, and this applies more particularly to Chinese property, there has been an actual depreciation of over 30 per cent., partly due to doubt to bad times, but in a great measure to the manner in which the very drastic Health Ordinance of 1903 has been enforced. When that measure was being considered by the Legislative Council the principal landlords of the Colony foresaw that the very wide powers which were being conferred might be abused by subordinate officers. In addition they drew the attention of the Government to the injustice of certain of its provisions as well as to the obscurity, ambiguity and the impossibility of working of many of its clauses (hear, hear). Though considerably modified and again amended within a few months of its corroboration, the Bill as it now stands has been in force for about three and a half years. Although landlords had from the first grave misgivings as to the benefit effect the Bill would have on property, their worst fears have fallen short of the actual result. For instance it was thought that the overcrowding clauses, while lessening the value of central properties by decreasing the number of cubicles and consequently the available accommodation, would exercise a beneficial influence upon suburban property at East Point, West Point and Kowloon. Extensive building operations were commenced before the Bill became Law in these neighbourhoods, with a view to accommodating the population which would have to be ejected from the Central Districts, but so far as can be judged from the number of empty Chinese tenements available, and the latest census returns, this population, instead of being driven into these suburbs, as was anticipated, has to a great extent been driven out of the Colony altogether. Whether it will ever return, time alone will show. Meanwhile the Government might be well advised to pause in its rigid enforcement of an Ordinance, which itself begotten of panic, has, in a great measure, been the means of creating something like further panic, until such time as the Commission now sitting sends in its report. Before moving the adoption of the report and statement of accounts, I shall be pleased to answer any questions shareholders may have to ask.

There being no questions the Chairman moved the adoption of the report and accounts. Mr. Sharp seconded and remarked that there was no doubt the directors had done their very best during the year to meet the difficulties which were so clearly set forth in the report. It had not been altogether a satisfactory year, but the causes were not under the directors' control. Mr. Sharp called the attention of the Board to a fact which, though their personal interest might lie the other way, he was sure they would receive with kind attention. In times of depression, such as the present, the amount which was paid for management and directors' fees—though no doubt they were deserved—was a very serious drawback and a very serious amount. Mr. Sharp threw it out as a suggestion for the consideration of the Board whether the expenses, though sanctioned by the Articles of Association, could not be reduced. The Board had the confidence of the shareholders in the past and would have it in the present and future, but if the expenses could be reduced, especially in times of depression, it would be to the satisfaction of the Company.

Mr. Humphreys pointed out that the expenses were as provided by the Articles of Association and were very much lower than other companies, such as the Land Investment Company. As one of the general managers he would not be prepared to accept less than the remuneration they were now receiving. \$8000 was allowed for general management, secretary's and clerks' salaries and it was not excessive in any way. Possibly the general managers might make a little profit out of that but it was intended at the time the allowance was made that they should. For instance \$7000 was all the general management was getting previously and that was a very poor remuneration for all the trouble and time given to the company. As regards the directors Mr. Humphreys said he would bring the matter before them if Mr. Sharp wished.

Mr. Sharp—I do not for a moment suggest the amount is excessive, but only throw it out as a suggestion. Mr. Humphreys—No doubt the directors will consider it. Mr. Sharp—That is all I suggest. The report and statement of account was adopted.

Messrs. A. G. Wood, J. S. Van Burin, J. Scott Harrison, H. A. W. Blake and Mr. Potts were re-elected directors on the motion of Mr. Humphreys seconded by Mr. Stapleton. Mr. Humphreys—With regard to auditors, Mr. Gaskell is leaving the Colony shortly and has resigned, so that it will only be necessary for you to re-elect Mr. W. H. Potts. Before the next meeting, taken place the board of directors will appoint a second auditor. Mr. Jupp proposed the re-election of Mr. W. H. Potts, and Mr. Sharp seconded. Carried.

Mr. Humphreys—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday morning.

BY WHARF AND WAVE.

The Tokyo Foreign Department has received the following telegram from Mr. Kawakami, the Japanese Commercial Agent at Vladivostok:—The British steamer "Nejud" (7), which left Vladivostok on Jan. 16, struck a floating mine on the following day about a mile south of Asakoi. The vessel's bottom was greatly damaged and she was in a dangerous condition, but the Russian steamer, "Kief" was able to tow her to Naoing Day. The Foreign Department has also received the following telegram from the Japanese Legation at St. Petersburg:—The Russian authorities at Vladivostok report that the steamer "Hyson" has sighted a floating mine in Lat. 42° 2' N., Long. 132° 18' E.

Looking little the worse for breakdown in Eastern waters the Shaw, Savill, and Albion liner "Rangatin" reached Port Jackson last month. The "Rangatin" left Manila on November 13, and broke down five days later. The weather was beautifully fine at the time, and continued during the three weeks the temporary repairs were being effected. The vessel travelled 500 miles, and eventually arrived at Frederick Wilhelms Haven. Having no chart of the locality the steamer "hung off" until daylight, and then negotiated the passage, anchoring between two islands. There were no facilities for carrying out the repairs at the islands, and Captain Chudley and the chief engineer, Mr. Harrey, had to fall back on the ship's company to do the work. The "Rangatin" was tipped, and the broken shaft drawn, a coffer dam being constructed out of twelve deck hatches to complete the work. The lack of pumping appliances rendered the work very arduous, but all hands worked with a will, and in the course of three weeks the spare shaft was placed in position and tested. It worked satisfactorily, and the steamer set out for Sydney on January 4. She averaged seven knots per hour on the run from New Guinea to Sydney. Many of the crew contracted malaria while at New Guinea, the captain himself being one of the victims.

The ripple of a mild sensation recently stirred the Arcadian quiet of the village of Bankstown, distant 12 miles from Sydney (N. S. W.). The cause was found in the presence of a contingent of about 20 soldiers from Annam, in charge of a couple of their own officers. The latter are charged with the responsible duty of the purchase, after careful trial and selection, of some 200 mares, for a newly-established Government stud farm, for military purposes, in their own country; while the members of the contingent are to do the preliminary "handing" necessary for rendering the animals sufficiently quiet for the home voyage. The little men, in their smart khaki tunics and bloomer-like knickerbockers, with scarlet garters, and comely, if bootless, feet, and the whole surrounded by hats looking for all the world like gigantic saucers inverted, formed a picturesque spectacle, as, with trim figure and sprightly movement, they took their evening promenade round the village. On Sundays the khaki yields place to the more aristocratic white. While these details engaged the mind of the feminine public more particularly, local young Australia of the masculine order was anticipating in another direction when the mail left: With the arrival of the assorted horseflesh practical operations would, of course, begin, and as, correctly or incorrectly, word had gone forth that the visitors were going "to show the Australians how to ride a buckjumper" a big word, bigger, perhaps, in Anglo-Australian than in Annamese—developments were being awaited with a complacent interest on both sides.

KING OF ALL COUGH MEDICINES.

M. R. G. Ose, a mail carrier of Canton Center, Connecticut, U. S. A., who has been in the United States Service for about sixteen years, says: "We have tried many cough medicines for cough, but Chamberlain's Cough Remedy is king of all and one to be relied upon every time. We should not be ignored, but there is nothing so reliable as Chamberlain's Cough Remedy. It is well known for its quick cures of coughs and colds. For sale by all chemists and druggists."

SPORTING.

Yachting.

This afternoon the fleet of the Royal Hongkong Yacht Club sail for a cup presented by the Yachting Committee. The race is a handicap one and the course round a rock at the entrance of Chinwan. To-morrow the seventh club race is to be sailed, the course being to a small rock south-west of Kowloon and back.

To-morrow the Corinthian Yacht Club hold the following races:—Handicap class race for Sir Paul Chater's prize. Starting gun 10.30 a.m. Course: Kowloon Rock (starboard), Meyer's East Buoy (port), Lyomoon Beacon (port), 10 miles.

One design class race for vice-commodore's cup. Starting gun 10.45 a.m. Course same as Handicap class. Motor Boat Section. Second club race. Starting gun 3 p.m. Course from club house round Lyomoon Beacon (starboard) and back to club house.

Rifle Shooting.

There will be practice for members of the Volunteer Reserve at the King's Park Range on Sunday, the 10th. Instant, at 200 yards, at 9.30 A.M., and at 500 yards at 11 A.M.

Racing Notes.

A number of ladies graced the Race-course enclosure this morning with their presence and took a keen interest in the doings of the ponies. There were also a number of gentlemen (gymnasts and otherwise) who had not previously made an appearance.

Messrs. Moller and Vida have arrived, and were soon riding on the course this morning. Mr. Moller on his Derby candidate, Marsala, being the cynosure of all eyes.

A number of ponies were galloped, all on the outside track, which was good, being faster than it has been lately. The following were the times taken:—

Comanche, one mile and three-quarters, 41.2.33, 2.04, 2.43, 3.22, 4.01, 4.30. Cosmopolitan, one mile and a quarter, 40.1.14, 1.51, 2.27, 2.59. Crisis, one mile and a half, last mile and a quarter, 39.1.05, 1.49, 2.23, 2.55. Glorious Rose, one mile and a quarter, 38.1.14, 1.51, 2.27, 2.59. Triumph Rose, one mile and a quarter, 38.1.05, 1.49, 2.23, 2.55. Quorn, two miles, 38.1.18, 1.53, 2.30, 3.13, 3.50, 4.23, 4.58. Cotswold, one mile and a quarter, 37.1.23, 1.47, 2.23, 2.54. Ard Patrick, one mile and a quarter, 37.1.03, 1.44, 2.19, 2.52. Zepher and Indian Chief, one mile and three-quarters, 40.1.20, 1.57, 2.31, 3.05, 3.41, 4.13. Assual joined in for the last three-quarters. Indian Chief was left behind in the last quarter.

Tip Cat, one mile and a half, last mile and a quarter, 38.1.07, 1.43, 2.19, 2.49. Blue Nile, one mile and a quarter, 34.1.07, 1.41, 2.15, 2.53. White Blaze, one mile and a half, 39.1.14, 1.48, 2.22, 2.57, 3.31. Pothan, one mile and a quarter, 32.1.05, 1.41, 2.19, 2.53. Preston, one mile and a half, last mile and a quarter, 34.1.10, 1.45, 2.18, 2.53. Grasshopper, one mile, 35.1.10, 1.47, 2.23.

DERBY CRITICISMS.

Pride of Cadzow, one mile and a quarter, 34.1.09, 1.44, 2.19, 2.54. Beaufort, one mile and a half, 38.1.10, 1.52, 2.23, 3.04, 3.30. Southdown, one mile, 35.1.10, 1.45, 2.18. Southwold, one mile, 39.1.19, 1.54, 2.23.

Manchurian Chief, one mile and a quarter, 34.1.09, 1.43, 2.18, 2.51. Bon Lion, one mile, last three-quarters, 35.1.10, 1.42. Spring Rose and Dwarf Rose, one mile and a half, 36.1.11, 1.40, 2.21, 2.55, 3.30. Dwarf Rose finished several lengths behind.

Marsala, one mile and three-quarters, 40.1.20, 2.06, 2.42, 3.19, 3.58, 4.31. Black Penny, one mile and three-quarters, 39.1.10, 1.56, 2.32, 3.09, 3.47, 4.19.

SUBSCRIPTION CRITICISMS.

Brython, one mile and a quarter, 34.1.09, 1.44, 2.19, 2.54. Huang, one mile, 35.1.10, 1.47, 2.23. No Wanchen, one mile and a half, and Can Pass last mile, the time for the last mile and a quarter was—1.13, 1.43, 2.23, 3.00.

No Savvy, three-quarters, 34.1.09, 1.42. Pale Rose and Small Rose, one mile, 35.1.09, 1.46, 2.23. Autumn Rose and Petard, one mile and a quarter, 36.1.10, 1.45, 2.23, 3.00. Big Rose, one mile, 34.1.08, 1.45, 2.16. Depositor, one mile, last three-quarters, 33.1.08, 1.45.

Bon Wyvis, three-quarters, 35.1.12, 1.49. Robbie, one mile and a half, last mile and a quarter, 36.1.11, 1.49, 2.27, 3.00. Nigel, one mile and a quarter, last mile, 35.1.10, 1.45, 2.20. Highland Bonnet, half-mile, 33.1.05. Vagabond and Highland Heather, one mile and a half, 39.1.14, 1.51, 2.27, 3.03, 3.38. The latter won by half a head.

Kanaka Chief, one mile and a quarter, 39.1.15, 1.54, 2.30, 3.05. Homoea, one mile and a quarter, 39.1.05, 1.41, 2.19, 2.53. The Skean Dhu, one mile, 37.1.13, 1.48, 2.20. Invercreebie Hope, one mile, 39.1.16, 1.49, 2.23.

CONRAD.

SOUND ADVICE.

NEVER neglect a bad cold. You can not tell how it may result. A simple home remedy will often bring relief and should not be ignored, but there is nothing so reliable as Chamberlain's Cough Remedy. It is well known for its quick cures of coughs and colds. For sale by all chemists and druggists.

THE YARN MARKET.

In their fortnightly report Messrs. Cassell, Fells and Co. report:—

Our last report was dated the 25th ultimo per a.s. "Aranda," since when the yarn market has been fairly active. In consequence of the new approach of the China New Year country buyers are now returning to the interior and there being but few dealers left in the market business is at a complete standstill. Supplies have been at present on a very limited scale but owing to the importance of holders to realize a decline of 61 per bale in price has taken place. We close quiet but steady.

No. 6a. and 6a.—Whirling business at quotations. No. 10a.—Well known desirable spinners have been largely dealt in at previous rates. No. 12a.—A small business in special cloths at or about late rates.

No. 16a.—In very small request. No. 20a.—Sales have been confined to superior desirable spinners at former rates.

Sales during the past fortnight comprised of about 32 bales of No. 6a.; 5 bales of No. 8a.; 2,155 bales of No. 10a.; 870 bales of No. 12a.; 100 bales of No. 16a.; and 1,375 bales of No. 20a. in all about 4,335 bales.

Arrivals per steamers "Yamaguchi," "Jishi" and "Cajal" of about 4,600 bales. Shipments to Shanghai and Northern Ports of about 15,000 bales. The unsold stock is estimated at about 110,000 bales. Local Yarn?—No business is reported. Japanese Yarn?—Importations have ceased and only about 10,000 bales No. 20a. has changed hands at \$18.

Messrs. Philcoch B. Pott and Co. report under date of February 8: Our last circular was dated the 25th January. During the first part of the fortnight under review our yarn market ruled much the same as at date of last report. Most of the business recorded in today's circular transpired during the first week of the fortnight. Many of the transactions that have taken place are conditional upon clearance being made after the China New Year; this practice is according to precedent established under the old form of contracts.

The absence of Chinese dealers from the local market within the past week is due to the fact that natives have a few days since already retired into the country in anticipation of the New Year festivities. This absence has brought about an almost absolute cessation of business. The New Year falls on the 13th inst.; but in reality the holidays have already begun which, it is expected, will last some ten days or so. During the interval between now and the conclusion of the festive season it cannot be expected that more than a very slight significant business will be brought under notice.

The optimistic forecast is very generally indulged in that, upon resumption of business, the offer will be of so large an extent as to absorb practically half of the present holdings. It is believed that the anticipated action will also bring in its train a revival of prices; it is difficult to tell, since the question of silver exchange operates as a positively uncertain element and as to whose course one, from past bitter experiences, ventures to predict. At any rate the hope is to be in the near future not alone in the interests of importers but to the benefit of Chinese dealers to whom in general and to our esteemed constituents in particular we take this opportunity of wishing.

THE SAN FRANCISCO QUESTION.

Prospects of a Settlement.

If the news contained in a telegram of Jan. 30 from the *Mainichi* correspondent at Washington can be relied upon, says the *Kobe Herald*, an amicable solution of the San Francisco question, which has been the subject of much discussion, appears to be in sight. The President has been asked to inform them that an agreement has been arrived at between America and Japan, to the effect that America shall be at liberty to exclude Japanese labourers, a similar privilege being exercised by Japan. Although the President asked the members of Congress to keep the proceedings secret, they have made a statement to the following effect:—We have had an interview with the President. His opinion exactly corresponds with ours. It is certain that the question will be brought before the Senate immediately after the meeting they telegraphed to the Chairman of the California Education Board and to the San Francisco Education authorities, requesting them to at once leave for Washington in order to consult with the President. It is believed that this step has been taken with a view to allowing the Japanese school children to return to the public schools without awaiting the result of the test law-suits, the idea being to remove all obstacles which may stand in the way of a solution of the whole question. It is said that at the conference the President declared that in compliance with the Treaties all foreign children ought in future to be allowed to attend any public school in America.

A Washington telegram of January 28 states that at a dinner of the Gracian Club speeches were made by President Roosevelt and Senator Foraker, on the questions of the disbanding of coloured troops and the San Francisco educational affair. The speeches were spirited. The same message says that in order to enforce their view that the Japanese are included in the Mongolian race, the law advisers of the San Francisco City Office have adopted the opinions of Mr. Griffin (who was engaged at the Tokyo University as Professor from 1872 to 1874 and who is well acquainted with the history of the Orient) and Sir Ernest Satow. Consequently the San Francisco authorities intend to oppose the Federal Government. It is said that the law advisers will declare that the rights of education and naturalization which the President is willing to grant to the Japanese are not obtainable in Japan by foreigners.

We do not know how the legal advisers of the San Francisco authorities propose to substantiate the assertion that foreigners in Japan do not possess the right of naturalization.

Apparently the canard-mongers are still busy in America. Their latest effort is reported in a Washington telegram of Jan. 29 to the *Evening*, which alleges that the Federal Government is investigating a rumor that a Japanese Army and military stores have been landed at Honolulu.

OUR SCOTTISH LETTER.

(From our Correspondent.)

Edinburgh, January 10.

The Christmas and New Year holidays which have just closed will be remembered in Scotland for many a long day to come. For more than a week, the land was in the cold, white grip of an snowstorm, the like of which has not been experienced for a generation. Roads and railways were blocked, the telegraphs were down, and whole districts were isolated by snow wreaths varying from 14 to 20 feet in depth. This was not alone the case in the Highlands and on the higher grounds in the Borders; even in some of the low-lying counties the highways were quite impassable. The north-east coast from the Tay to the Moray Firth experienced the worst of the blast. Aberdeen, for instance, the third most populous city in Scotland was sealed up for three days. There was no train service, no post, no telegraphs; and business was at a standstill and the Stock Exchange shut its doors. Eventually the Post Office had to send on the mails to the North by sea. During one of these days, there was only a single wire from Edinburgh to London, and Glasgow was put to great inconvenience through the want of proper communication with the South. In the North of England, however, matters were even worse, the whole stretch of country from Leeds to Newcastle being without a "wire." The thaw set in none too soon for the inhabitants of the more remote farmhouses and villages; they had nearly run through their stock of food, and were in danger of starvation. The exposed islands on the north and west coasts, of course, felt the worst of the blizzard, and many a fishing boat went out from their harbours never to return. I might draw up a long chronicle of disasters, and yet it would tell little to the reader. The tale in such cases is always much the same: a long watch on the pierhead, a rumour that such and such a crew is missing, and at last the announcement of the loss. One incident of the storm, however, might be recorded—a small thing, yet with the note of tragedy in it so often found in humble lives in these remote storm-tossed islands.

An Obbe girlie named John Macdonald and his son Donald had been missing since Christmas Eve. For several nights signal fires were seen on Pabbay Island, which lies to the south-west of the Atlantic entrance to the Sound of Harris, and whose sole inhabitants are an old man, his wife, and a young shepherd lad, Charles Morrison. Owing to the weather, communication with the island was impossible. Last Wednesday, however, a boat and crew from Ensay reached Pabbay. They only succeeded in getting back to Obbe on the Mainland on Friday forenoon, and they brought with them the dead bodies of the missing father and son. They reported that the shepherd lad, Morrison, going out early on the morning of the 28th December found a boat on the sands with the dead bodies inside. That of the father was lying at the bottom of the boat as if he had fallen asleep and died; but the son was sitting with his coat and hat off, as if he had been rowing the boat. The young shepherd, assisted by the old man, carried the dead to shelter. For seven successive nights they kindled a signal fire on the hillside, and watched the dead until relief came. The two unfortunate seem to have been caught in the strong ebb tide and carried out into the Atlantic, where they had lowered their sail and endeavoured to make Pabbay Island, only failing to succeed through exhaustion and the great cold of the night.

The great tragedy of the storm was the railway collision at Elliot Junction near Arbroath, by which, as you have already heard by cable, twenty-two people were fatally injured. It took place in the midst of a blinding fall of snow; the dead and injured had to be laid side by side on the hillside, and watched the dead until relief came. The two unfortunate seem to have been caught in the strong ebb tide and carried out into the Atlantic, where they had lowered their sail and endeavoured to make Pabbay Island, only failing to succeed through exhaustion and the great cold of the night.

The accident has had a deep effect on the public mind because it was recalled that on that very day twenty-seven years ago, and not many miles distant, the great Tay Bridge fell into the river, carrying along with it a railway train and some eighty passengers. Certainly the 28th December is a black date in the annals of the Northern railways.

The storm has not been without its share of lighter incidents, some of them containing an element of humour, at least for the onlookers. A great number of weddings always take place in Scotland at the New Year, and the snowfall came in and kept separate quite a number of expectant brides and bridegrooms. In still other cases, bridesmaids, and best men, and guests were storm-stayed in the most out-of-the-way places. The adventures of one particular wedding-cake reader like a novelette from the pen of H. G. Wells.

The minister of Turiff in Aberdeenshire had interesting intentions. He started from Glasgow, intending to be present at a marriage in this parish; but he could get no further than Forfar. Fortunately, he obtained shelter in the house of the Sheriff-Substitute. While warming himself at the fire, a honeymoon couple came to the door and begged for shelter. Later in the evening, the minister called at the station to see what chance there was of proceeding by rail, and discovered a bride and bridegroom in the waiting-room. The minister good humouredly offered his services, and the bridegroom thanked him, but explained that he was not the right man and the bride was not the right woman!

The news-hunger was characteristic of the situation. Newspapers were bought and sold at the church doors at a premium, with never a thought of Sabbath desecration. And this in the strictest part of Presbyterian Scotland. The only people who seemed to enjoy the frost thoroughly were the curlers and curlers. There may be added a few enthusiasts at golf, who got the better of the white snow by using red balls and discovered new hazards in the "royal and ancient game."

(To be continued.)

The ROBINSON PIANO COMPANY, LTD.

THE MINIATURE GRAND BY 'STEINWAY'

is a work of creative art which stands alone—unqualifiedly THE BEST.

PIANOS

by all other Leading Makers

FOR SALE OR HIRE

AT

PRICES consistent with

quality and BASED ON

PRESENT RATE OF

EXCHANGE.

JUST LANDED.

The Famous Austrian COFFEE

and

CREAM LIQUEUR.

Most Delicious, Highly Nutritious and Excellent in Flavor.

We solicit the favour of a visit and invite you to sample this most popular Liqueur.

Per Bottle... ..\$2.50

Per 1/2 " " " " " " 1.50

SOLE AGENTS:

H. PRICE & CO.,

WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong Weekly.

CONNAUGHT

NUMBER.

ILLUSTRATIONS

AND COMMENT.

Stories,

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

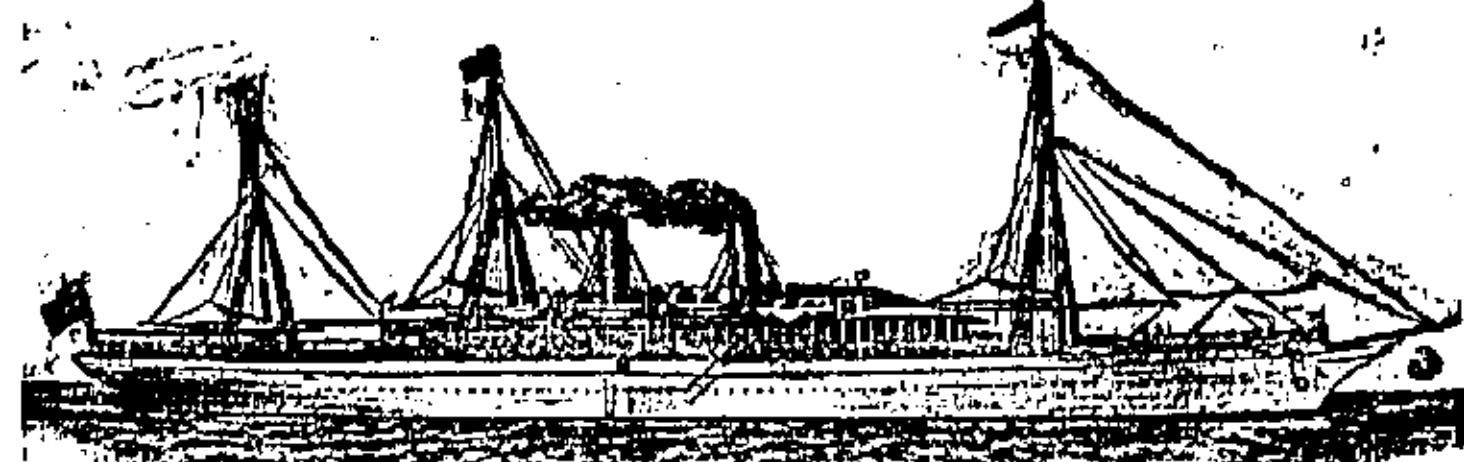
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via USUAL PORTS	DELTA	10 a.m.	See Special Advertisement
MARSEILLES, LONDON	JAVA	About 13th	Freight and Passengers
AND ANTWERP	Capt. S. BARCHAM	February	
SHANGHAI, MOJI, KOBE	MANILA	About 17th	Freight and Passengers
AND YOKOHAMA	Capt. R. JENNINGS	February	

E. A. HEWETT, Superintendent

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 11 Days across the Pacific is the 'EMPIRE LINE'. SAVING 5 TO 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.	
EMPIRE OF INDIA..... 6000 Tons	Thursday, Feb. 14.....March 4.
ATLANTIC..... 5882 Tons	Wednesday, Feb. 20.....March 10.
EMPIRE OF JAPAN..... 6163 Tons	Wednesday, Feb. 27.....March 13.
EMPIRE OF AUSTRALIA..... 6000 Tons	Thursday, Mar. 14.....April 1.
TARTAR..... 4425 Tons	Wednesday, Mar. 27.....April 10.
EMPIRE OF CHINA..... 6000 Tons	Thursday, April 11.....April 23.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's new palatial 'EMPIRE' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTAGUE, TARTAR and ATLANTIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAKATA MARU, Capt. T. Murai, Tons 6161	WEDNESDAY, 20th Feb., at Daylight.
	SADO MARU, Capt. Geo. Anderson, Tons 6227	WEDNESDAY, 6th Mar., at Daylight.
	BINGO MARU, Capt. F. L. Sommer, Tons 6247	WEDNESDAY, 20th Mar., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	TOSA MARU, Capt. K. Kato, Tons 5623	TUESDAY, 19th Feb., at 4 p.m.
	SHINANO MARU, Capt. K. Kawa, Tons 6388	TUESDAY, 5th Mar., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. E. W. Howell, Tons 5600	FRIDAY, 22nd Feb., at Noon.
	KUMANO MARU, Capt. W. S. Hunter, Tons 6070	FRIDAY, 22nd Mar., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. K. Honma, Tons 4709	MONDAY, 11th February, a.m.
KOBE AND YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 6101	SUNDAY, 10th February.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New 'Twin-Screw' Steamships
MINNESOTA - DAKOTA

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Austin	On TUESDAY, 19th FEBRUARY, 1907.
'DAKOTA', Captain E. Francis	On SATURDAY, 23rd MARCH, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

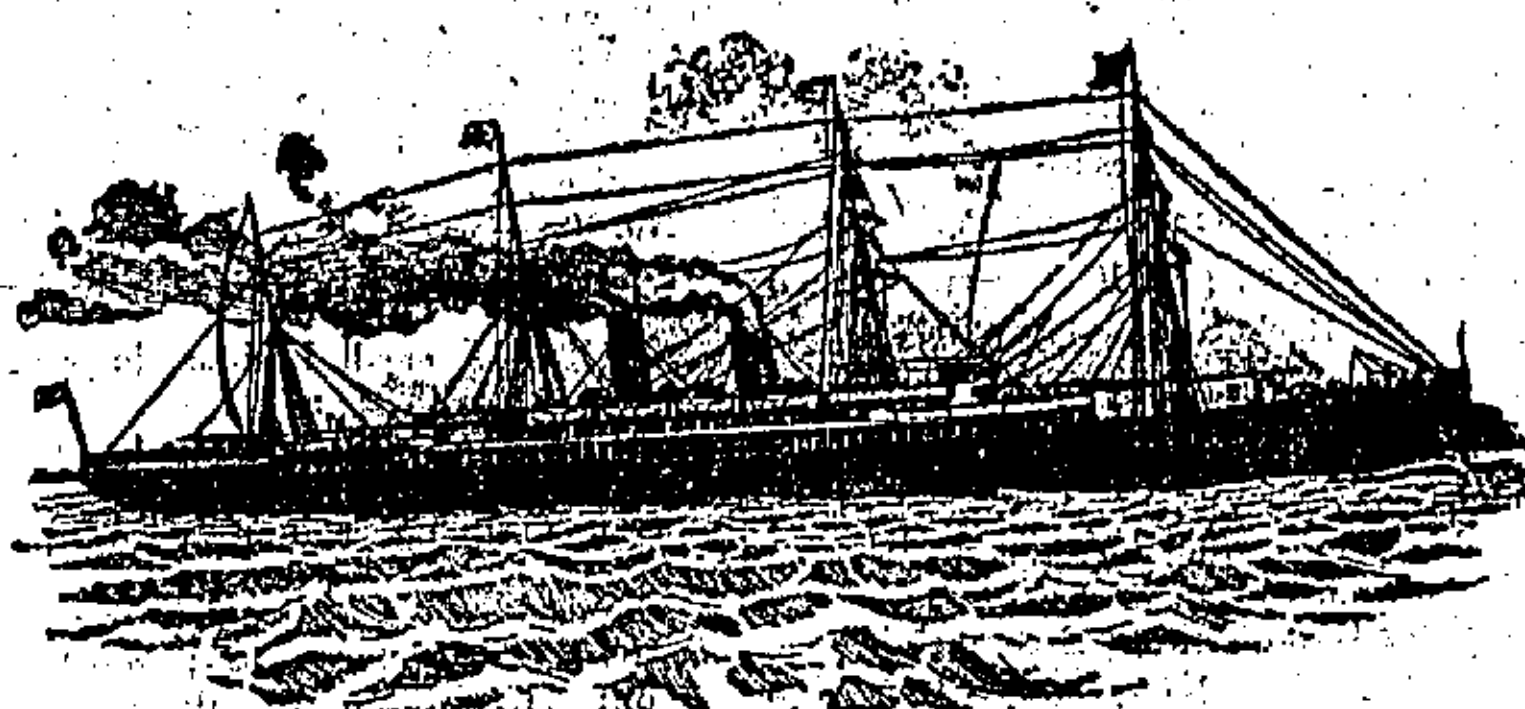
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
DORIC..... 8,500 Gross Tons	SATURDAY, 16th Feb., at Noon.
COPTIC..... 9,000	SATURDAY, 23rd Feb., at Noon.
* HONGKONG MARU..... 11,000	SATURDAY, 16th Mar., at Noon.
* KOREA..... 16,000	SATURDAY, 23rd Mar., at Noon.
* AMERICA MARU..... 11,000	TUESDAY, 2nd April, at Noon.
* SIBERIA..... 18,000	TUESDAY, 9th April, at Noon.
* CHINA..... 10,500	TUESDAY, 16th April, at Noon.
* MONGOLIA..... 27,000	SATURDAY, 20th April, at Noon.
* NIPPON MARU..... 11,000	SATURDAY, 4th May, at Noon.
* DORIC..... 11,000	SATURDAY, 11th May, at Noon.

Yokohama to San Francisco.....KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu.....SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama.....SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-21st, 1906. 13 days, 13 hours.
Yokohama to San Francisco.....SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905. 10 days, 10 hours and 28 minutes.

THE O. & O. Steamship DORIC will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 16th February, 1907, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA.

CONNECTION WITH THE		TO SAIL ON.	
STEAMSHIP.	TONS.	CAPTAIN.	
ARABIA	4488	MEYERHOFER	February 17.
ARAGONIA	4389	REYER	March 4.
ARAGONIA	4389	G. MEYERHOFER	March 16.
NUMANIA	4371	REYER	April 8.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	TEAMERS	TO SAIL
SHANGHAI.....	Yokohama	Feb. 11, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, CANTON, CAIRNE, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	Taiyuan	Feb. 11, at 4 p.m.
YOKOHAMA AND KOBE	THIAN	Feb. 12, at 4 p.m.
MANILA	TAMING	Feb. 12, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED JALLOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Staterooms—Electric Light—First-Class Cuisine—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	2540	R. Rodger	Manila	Saturday, Feb. 16, at Noon.
RUBI.....	2540	R. Almond	Manila	Saturday, Feb. 23, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	2540	R. Rodger	Manila	Saturday, Feb. 16, at Noon.
RUBI.....	2540	R. Almond	Manila	Saturday, Feb. 23, at Noon.

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For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES, 1907.
GNEISENAU.....	WEDNESDAY, 13th Feb.
PREUSSEN.....	WEDNESDAY, 27th Feb.
PRINZESS ALICE.....	WEDNESDAY, 13th Mar.
+ SACHSEN.....	WEDNESDAY, 27th Mar.
PRINZ LUDWIG.....	WEDNESDAY, 10th April.
ZITTON.....	WEDNESDAY, 24th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 8th May.
PRINZ WILHELM FRIEDRICH.....	WEDNESDAY, 22nd May.
BAYERN.....	WEDNESDAY, 5th June.
PRINZ HEINRICH.....	WEDNESDAY, 19th June.
SCHARNHORST.....	WEDNESDAY, 3rd July.

* Conveying H. H. The King of Siam and carrying second-class Passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship GNEISENAU, Captain Boitz, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 11th February, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 12th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar.....	261.0.0.	212.0.0.
To Bremen.....	91.0.0.	63.0.0.
To Southampton, London, Bremen and Hamburg.....	65.0.0.	44.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar.....	64.0.0.	44.0.0.
To Bremen or Southampton.....	115.0.0.	79.0.0.
To New York, via Suez, via Bremen or Southampton.....	63.0.0.	48.0.0.
To New York, via Suez, via Bremen or Southampton.....	123.0.0.	83.0.0.

In the event of the passenger leaving the Mail Steamer from Singapore to Colombo, the cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ WALDEMAR.....	3227 tons.....THURSDAY, 28th Feb., 1907.
PRINZ SIGISMUND.....	3369 tons.....THURSDAY, 28th Mar., ..
MANILA.....	1700 tons.....SATURDAY, 20th April, ..

ON THURSDAY, the 28th day of February, at Noon, the Steamship PRINZ WALDEMAR, Captain WOLFF, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st CLASS	2nd CLASS	3rd CLASS
To MANILA.....	\$50.00	\$30.00
To NEW GUINEA.....	\$28.00	\$18.10
To BRISBANE.....	\$28.00	\$18.10
To SYDNEY.....	\$28.00	\$18.10
To MELBOURNE.....	\$28.00	\$18.10
To YOKOHAMA.....	\$28.00	\$18.10
To KOBE.....	\$28.00	\$18.10
To YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st CLASS	2nd CLASS	3rd CLASS
To Europe via Australia and Colombo by Imperial Mail Steamer.....	297.0.0.	207.0.0.
To Europe via Australia and America.....	96.0.0.	66.0.0.

(From Australia to New York via Vancouver by the O. P. R. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

22.	to London via Plymouth or Southampton	1st Cl.
	to Bremen	2nd.
	to Paris via Cherbourg	83.
	to Bremen	65.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates—

1st CLASS	2nd CLASS	3rd CLASS
to London via Plymouth or Southampton.....	289.0.0.	207.0.0.
to Bremen.....	93.10.0.	66.0.0.
to Paris via Cherbourg.....	65.0.0.	44.0.0.
to Naples, Genoa, via Gibraltar.....	65.0.0.	44.0.0.

Passage money payable in local currency at current rate of Exchange on the day of payment.

For further Particulars, apply to

Norddeutscher Lloyd.

MELOHERS & CO., Agents.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship 'DAKOTA' will be despatched for the above ports on or about MONDAY, the 25th February, 1907.

For freight and further particulars, apply to

SHAW, TOMES & CO., Agents.

Hongkong, January 16, 1907.

Shipping.



FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, OULU, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain C. L. DANIEL, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SUNDAY, the 10th February, at 10 a.m., taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Mongolia, 9,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuable Mail Cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 25th March, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, January 28, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUBENSTAM COMPANY).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUET, PORT SAID, SUEZ, NAPLES, GENOA, LONDON and GENEVA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALTA.

Taking Cargo at through rates to PERMAN, GULF and BOMBAY, also BANGKOK, VALICIA, ALICANTE, ALMERIA and MALAGA.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	London
Colombo		Marseilles & London	2 days earlier	1 day later
DETA	Sun. Feb. 10	MONGOLIA	Mar. 9	Mar. 16
DEVANHA	Feb. 23	BRITANNIA	Mar. 23	Mar. 30
DELHI	Mar. 9	MAMORA	Apr. 6	Apr. 13
Macedonia 10500	Mar. 23	Through to	Apr. 20	Apr. 27
		Marseilles & London		
MAITIA	Apr. 6	MOLDAVIA	May 4	May 11
ABOADIA	Apr. 20	HIMALAYA	May 18	May 25
DELTA	May 4	VICTORIA	June 1	June 8
DEVANHA	May 18	INDIA	June 15	June 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

In addition to the above Mail Steamers the following—
INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	about	London
JAVA	Feb. 13	April 1
MANILA	Feb. 27	April 15
NILE	Mar. 10	May 13
JAPAN	Mar. 24	May 27
SUMATRA	Apr. 7	June 10
FORMOSA	Apr. 21	June 24
NORE	May 5	July 8
NUBIA	May 19	Aug. 2

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.
† Carries 1st Saloon Passengers only.
For further particulars, apply to

E. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers Rhenania, Habsburg and Hohenzollern. These steamers offer to the public the highest comfort yet attained in ocean-travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the a.s. Silesia and Scandia carry first-class passengers. Return Tickets issued at reduced rates, through tickets issued to New York, via Naples, Southampton and Hamburg.

NEXT SAILINGS FROM HONGKONG.

Outward.	Home-ward.
for Shanghai, Kobe & Yokohama.	for the Straits, Colombo, Aden, Suez, Port Said, Naples, Plymouth, Havre and Hamburg.
SCANDIA.....10th Feb.	† SILESIA.....10th Feb.
HABSBURG.....3rd Mar.	† SCANDIA.....22nd Mar.
RHENANIA.....1st Apr.	HABSBURG.....5th Apr.
HOHENZOLLERN.....30th Apr.	RHENANIA.....17th May.
SILESIA.....31st May.	HOHENZOLLERN.....29th May.
SCANDIA.....30th June.	

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Port	Captains	To Sail
TREMONT	9508	T. W. Garlick	February 28, 1907.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
OUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shamshu and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures smoothness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

JOHN'S BUILDINGS,

Shipping.

PASSENGER SEASON
1907.PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

THROUGH STEAMER

FOR

MARSEILLES & LONDON,
VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	To Sail.
SHANGHAI	CHUANGSANG	TUESDAY, Feb. 12, Daylight.
MANILA	YUENSANG	FRIDAY, Feb. 15, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	MONDAY, Feb. 18, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (Via Ching Wan Tao) and Yangtze Ports.
‡ Taking Cargo on Through Bills of Lading to Kuantan, Lahad Duta, Singapore, Tawau, Ulu-Pau, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

The Co.'s s.s.	For	LEAVING
* JOSEPH MARU, Capt. H. Orita,	TAMSU, VIA SWATOW AND AMOY.	SUNDAY, 10th Feb., at Daylight.
* MASAN MARU, Capt. I. Sakurai,	TAMSU, VIA SWATOW AND AMOY.	SUNDAY, 17th Feb., at Daylight.
* FUKUSHU MARU, Capt. T. Ito,	ANPING, VIA SWATOW AND AMOY.	WEDNESDAY, 20th Feb., at Daylight.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivaled Table.
† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship MONMOUTHSHIRE,

Captain G. E. WARREN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th February, at 2 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 5, 1907.

Not Responsible for Debts.

NONE of the Captain, the Agents, nor Owners will be Responsible for any Debt or Debts contracted by the Crew of the following Vessel during her stay in Hongkong Harbour—

E. D. SUTTON, American Ship, Captain Butman—Arnold & Karg & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th February, at 2 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 5, 1907.

NOTICES TO CONSIGNEES.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th February, at 2 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 5, 1907.

NOTICES TO CONSIGNEES.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship DORIS.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery from the Godowns.

Cargo, including discharge and unloading, is to be completed by 5 P.M. on the 11th inst., and all Goods remaining undelivered after the 11th inst., will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on MONDAY, the 11th February, at 12 P.M.

S. S. LIVINGSTON & CO., Agents.
Hongkong, February 7, 1907.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ STOLTMUND

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th February, at 9.30 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, MELOERS & CO., Agents.
Hongkong, February 8, 1907.

NOTICE TO CONSIGNEES.

STEAMER AUSTRALIEN.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON

via s.s. Malapra, from Bordeaux, ex s.s. Valencienne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 4, 1907.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship LOWTHER CASTLE, Captain LIGHTFOOT, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 4, 1907.

NOTICES TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th February, at 2 P.M.

No Fire Insurance has been effected. Owing to a fire having occurred on this steamer, and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Underwriter, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & CO., Agents, 'Shire' Line.
Hongkong, February 5, 1907.

NOTICES TO CONSIGNEES.

STEAMSHIP BENLOUCH.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 7, 1907.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SILVER RESERVE.....\$10,000,000

RESERVE LIABILITY.....\$10,000,000

PROFITORS.....\$10,000,000

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